

Downtown Connection Options: Range of Cost for Funding Measure Development (2011 \$)

					Option A		Option B		
					Total, Westlake Hub via 1st to Occidental		4th/5th Jackson to Stewart		
		Westlake Hub to First/Stewart		First/Stewart to Occidental/Jackson					
AA/NEPA				\$	1,500,000	\$	1,500,000	\$	1,500,000
Design/Preconstruction	10%	\$	420,000	\$	1,354,417	\$	1,774,417	\$	1,657,000
Construction-Hard Costs		\$	4,200,000	\$	13,544,172	\$	17,744,172	\$	16,569,997
Construction-Soft Costs		\$	1,825,000	\$	7,300,000	\$	9,125,000	\$	5,840,000
SubTotal		\$	6,445,000	\$	23,698,589	\$	30,143,589	\$	25,566,997
Contingency	50%	\$	3,222,500	\$	11,849,294.3	\$	15,071,794.3	\$	12,783,498.4
Fleet Enhancement						\$	10,000,000	\$	10,000,000
Total		\$	9,667,500	\$	35,547,883	\$	55,215,383	\$	48,350,495

Key Sources/Assumptions

Construction hard costs are based on unit costs of First Hill Streetcar 60% engineer's estimate, with some adjustments for items unique to that project.
 Construction soft costs are based on cost/month experience on SLU Streetcar and other projects, and duration assumptions.
 Fleet enhancement could included additional vehicles and/or additional spare parts, maintenance facility modifications.